Sa	anitized Copy App	roved for Release 2010/08/12 :	CIA-RDP80T	 00246A049900590	0001-4
, v			Įν	Maj	R
FΟ	RMATIC				REPORT
his mate	erial contains informatic Secs. 793 and 794, the	CENTRAL INTELLIGEN  a affecting the National Defense of the Unitransmission or revelation of which in an			nionaga Laws Tiela
		a area of the Unitransmission or revelation of which in ar S-E-C-R-E-T	ny manner to an	unauthorised person is	prohibited by law. 50X1-HUM
NTRY	USSR (Arctic)		REPORT		
ECT	vessels Navigs	ructions for Captains of ting Between the Kara ad Igarka on the Yenisey	DATE DISTR.	146	Ing 451 1957
OF &			REFERENCES	RD	
ACQ.	SOURCE EVA	LUATIONS ARE DEFINITIVE ADDD A	ICAL OF COL	50X1-H	4 SEF P
o n a 1	on: general remains and radio navigations, wave	The first section of the sponsibilities of the capt ce, in convoy, and on the Ye ation service in the area, lengths, frequencies, etc. ting, and icebreakers. The ons on cargo-handling and	e instructi ain and sho nisey River including , of local	ons includes in a reagencies; de radio communi precise data on facilities; pil	of 50X1-HUN cation
					50X1-HUM
		×			

STATE X ARMY W NAVY X AIR X FBI AEC (Note: Washington distribution indicated by "X"; Field distribution by "#".)

^	-	$\sim$	$\Box$	1	
-	۲.	C	n	ᆮ	T

				. *	SECRE	50X1-H	IUM
		NOJE OBJ FRACHT''	EDINENT.	TT			
Moscow, K-12, Pr. Teladdress: Sovire	Vladimirova	, 4	;				
·		· , <del>-</del> · .	11	11		I95	
Mr.							
Captain of s.s		· · · · · · · · · · · · · · · · · · ·					
Dear Sir,							
The vessel charter. In this oby the terms of the given below as we you any.	connection ne Time Cha	in every	day work ty and c	please ur inst	be gui	ded s	•
The vessel our order and with of cargoes of such to the cargo. On per our form. In Soviracht, Moscow board and the quant	n several of nature and taking bunkers, stating t	colours on description of the colours of the colour	f bright y so as are to s ecessary ity of h	paints to avoi end us you mu	s for se id any d a recei ast duly	paration amage pt as • cable 1 fr	der
I. Informa	tion	2 <sup>11</sup> ×				•	
Special car			in info	mation	of vess	el's	
arrival at the So		• 0					
When proced 48 and 24 hours end of arrival.	eding to a ta notice a	Soviet p and 4 hou	ort you rs notic	must gree of the	ive to " ne exact	Inflot'i	
When enter Certificate of Ca sequent arrivals cates from each S	ll issued t	v the Po	rt Autho	rities	. On the	sub- //	ر ار
Please bea producing them to is necessary in c	"Inflot"	n subseq	uent ari	civals a	at Sovie	t ports	
In case of "Instructions for Gates Bay and the	a voyage t Captains o River Year	of Vessel	you mus s Na <b>vig</b> s	st stric	ctly ful etween t	fill our he Kara	

S	E	CR	ET
---	---	----	----

•		•		-	
50X1-HUM			• .:		
30X1-HUW					
,					
7					
•					
		·····			

# 2. Preparation of ship for loading and discharging.

Previous to arrival at the loading port all holds and tweendecks must be cleaned and prepared for the reception of cargo, the winches to be adjusted, the derricks to be lifted up, beams to be taken off and the hatches to be covered with tarpaulins. Also previous to arrival at the discharging port the vessel to be in every respect ready to discharge. After discharge the holds to be cleaned by crew by working overtime, if necessary, so as to avoid any delay in loading another cargo or in redelivery of the ship, in other case cleaning of holds to be arranged, if possible, en route.

# 3. Loading and stowage

You should see to it that stowage is done to your satisfaction, that the cubic capacity of the holds, tweendecks and decks
is fully and properly utilized and that the stowage plan is drawn
up correctly. In case of unsatisfactory stowage you must immediately suspend loading, call the foremen, the Representative of
Sovfracht or Inflot on board the vessel and require to correct the
stowage and only after same is done to resume loading.

You must avoid mixing of the B/L parcels, each parcel to be separated properly.

Please pay close attention to the condition of the cargo loaded so that no broken or damaged cargo will be shipped on your vessel. You must also not load any pieces of timber oil- or wetstained. Should broken pieces of timber be found in the holds, you have to require from the foremen to cut the ends or to replace the pieces by new ones. Special attention to be paid in this respect when loading timber for Belgian borts where reception is effected with extremely strict control regarding condition of cargo.

In case of loading pigiron in combination with other again

					0000	<u> </u>		
•								,
	*							
V- P-5	TT OIL D6	nust restore load to anothe	TITE REU	era i - carv	to provi go or be	lde prop fore sai	er trim	ming or
or Sove	you mu fracht y of wh	Shipperavoid load st hand a writter ich to be ibility, arge.	them thr protes	cugh the	Tamaged, Representain a Le	oil- or tative etter of	wetsta of Infl Indemn	ined ot Jul ity
	ruke Iring o	f asmis	<b>.</b> 7					w. I
T1 101.		f cargo a						
cargo, ship's	TOT WIL	st seriou ich purpa	is atten ose you l	tion to b have to p	e paid t provide t	o tally: allymen	ng of from t	the he
pieces	The sh	ip's tall h sling b	ymen mu efore lo	st carefu pading sa	lly coun	t the nu	mber o	e Jul
wherein stating	7 OTTO TT	ip's tall umber of umbers of	Wite cess (	oer each	plied wi sling to	th good be clea	tallyborly re	ooks corded,
checked tified		lly recor those of ir mutual						
accepte	In cased under same.	es any di r any B/L A statem Kepresen	spute and you sho	rises as	to numbe ire from	r of the the Shi	pieces ppers t	5 70
protest sent to	and ob us) wh e found	Shippers the Repre- tain a Le tereby the lany sho	etter of	Indemni	ty (a co	oviracht oy of wh	a writ	ten be
5. Tall	y <b>i</b> ng ar	d deliver	ry of th	.e cargo s	at the no	ort of d	iaabama	_
in full	confor	port of omity with	n each B	/L separ	tely.	acliver	the ca	rgo
in the	interes	t arrange employed t not onl to the T ell as fo	ly of the	e Charter	ers bút	er of to	llying	is

Sanitized Copy Approved for Release 2010/08/12 : CIA-RDP80T00246A049900590001-4 50X1-HUM

· SECRET		
	4	_
	•	

Should any case of breakage of pieces be ascertained during discharge, you must immediately notify our agent in writing, at the same time holding the Stevedores responsible for eventual losses.

# 6. Damage to the vessel at loading and discharging ports

In case of any damage done to your vessel during loading or discharging operations you must immediately through our Agent notify of same in writing the party doing the damage and require to repair the damage before the ship sails or to obtain a Guarantee Letter whereby the party guarantees to pay the cost of repairs. Such Guarantee Letter together with a copy of the Captain's notice is to be sent to Sovfracht.

### 7. Sea Protest

Please pay close attention to securing of the deck carge so as to avoid any damage or loss of same. Should there be any damage to or a part of the deck cargo being washed overboard owing to bad weather, you must immediately on arrival at the discharging port declare a Sea Protest enclosing Log Abstract with same. Statements such as "steamer met with heavy weather", "fear damage and loss of cargo" should be avoided as the Underwriters do not consider such vague statements sufficient evidence of loss of cargo. Therever possible please state in the ship's Logbook as well as in the Sea Protest the approximate quantity of cargo damaged or lost.

The quantity of pieces lost from deck and the numbers of the Bs/L under which the shortage was found can be ascertained by you together with our agent on completion of discharge of deck cargo. A copy of the certified Sea Protest and two copies of the Abstract of Log verified with the ship's seal should be immediately handed to our agent for airmailing to us.

# 8. Copy of correspondence

Copy of all the correspondence exchanged between you and Shippers, Port Authorities and Agents regarding loading and discharging, damage to the vessel during loading and discharging operations to be sent to us on the nearest possible occasion.

# 9. Overtime

Overtime Sheets to be made out in diplicate in the English Language separately for Deck and Engine Departments in strict accordance with our form, all columns to be filled up to overtime. Sheets to be signed for every item by each person who worked overtime and duly certified by the Agents of V/O "Sovfracht" at the respective port as to the number of men and hours worked, without those signatures overtime will not be paid by V/O "Sovfracht". Only

Sanitized Copy Approved for Release 2010/08/12 : CIA-RDP80T00246A049900590001-4

Sanitized Copy Approved for Release 2010/08/12 : CIA-RDP80T00246A0499	000590001-4
	5• <b>~</b> 50X1-HUM
essential overtime to be worked and it to be authority you. V/O "Sovfracht" pay overtime only in connectioning or discharging cargo as per T/C. Overtime to Sto Department, Wireless Operator or to Watchman will not by V/O "Sovfracht". Other terms as per T/C.	n with load- / / eward's

Overtime Sheets to be forwarded to V/O "Sovfracht", Moscow in duplicate at soonest time from each port where overtime incurred.

### IO. Voyage Report

After completion of the voyage please send us a short report containing your remarks in respect of loading and discharging operations, stowage of cargo, damage to and shortage of cargo, if any.

It is necessary to attach to the Voyage Report the following voyage documents made out on our forms and in the English language:

- 1. Abstract of Log
- 2. Bunker Report
- 3. Overtime Sheets
- 4. Master's Cash account



The particulars of the ship, as per attached form, duly filled in, and the Crew List are to be sent to us from delivery port or from the nearest port of call. If there is any change in the Crew List please advise us at nearest opportunity.

In the Abstract of Log all stoppages occurring because of engine troubles, bad weather, etc. to be stated. All columns of the Abstract of log must be filled in full and in legible handwriting or typed, if possible. Then drydocking, cleaning boilers, repairing, adjusting compasses please fill in and send us Statement of Facts of our form.

In the Bunker Report please show the exact quantity of bunkers consumed on passage, at port, the balance remaining as well as the quantity of bunkers received during the voyage, stating whether it is in long or metric tens. Final Bunker Report to be sent to us immediately after redelivery.

For every item of the Master's Cash account except "Master's Allowance" please submit to us corresponding veuchers.

documents are to be sent to us in duplicate.

# SECRET

-	11	•	Mas	tor'	ន	all	owance	

50X1-HUM

For each voyage Sovfracht will pay to you & 10.0.0 for petty

SECRET		
	6.7	

expenses, which amount you may include in your Cash account or advise us where and in what way you wish to receive same.

# 12. Minimizing of the vessel's working expenses

For the purpose of minimizing the vessel's running expenses for the voyage we would ask you:

- a) not allow idle standings through the fault of the ship's administration;
- b) to use to the maximum the cubic and cargo capacity of the ship;
- c) to obtain a quick turnover as well as economy in consumption of bunkers and overtime work;
- d) to take all measures to accelerate loading and discharging of the ship;
- e) to secure correct tallying of the cargo at the port of loading also right and true delivery of cargo in strict accordance with the Bs≠L quantities at the port of discharge.

If the results of the voyage are good, Sovfracht will pay gratuity to you, the First Mate and the Chief Engineer. Sovfracht also take into consideration all care taken by the Master or ship beyond their usual duties.

Trusting that you will fulfil all our instructions and have successful results we wish you safe and lucky navigation.

Yours faithfully, V/O "SOVFLACET"

		to E. C. F. J.	
		-	
50X1-HUM	•		

### SECRET

# INSTRUCTIONS

For Captains of Vessels Navigating Between the Kara Gate Strait and the Port of Igarka on the River Yenisei

# 1. General Regulations

- l. Before sailing for Igarka the compasses, electric or mechanical sounding apparatus also patent log must be in good working order. Special attention must be paid to adjusting of compasses. The Captain of a vessel proceeding to Igarka from the west through the Kara Gate Strait and back, is supplied by the Charterer with Soviet Nautical Charts Nos. 695, 696, 697, 698, with River Chart No. 945 sheets 1 to 6 and with the Book of Lights, Beacons and Radio Beacons of the region Kara Gate-Yenisei corrected according to the latest Nos. of Notifications to Navigators. The Captain navigating in the above-mentioned region must observe the regulations laid down in these instructions and follow the directions of the River Pilot concerning the sailing of the vessel along the fairway of the river.
- 2. The Captain of the vessel, approaching the Kara Gate Strait from the west, informs the Agency of the Kara Ice Operations 24 hours before approaching the Strait and awaits their instructions as to the time of either entering the Kara Sea, or as to the place where he is to await improving of the ice situation, or as to the place where he is to meet the ice-breaker.
- 3. The Captain of the vessel sailing in the Kara Sea must keep the Agency of the Kara Ice Operations informed about the proceeding of his vessel, availing himself for that purpose of the services of the nearest radiostations (at Amderma or Dixon). The position of the vessel, the weather and sea conditions must be reported to the agency twice every day, at 3.00 a.m. and 3.00 p.m. Moscow time. We draw your particular attention to duly performance of this requirement. No charges are imposed by the radiostations for the above information.
- 4. In the event of encountering ice, the Captain of the vessel immediately notifies the Agency of the Kara Ice Operations, indicating the position of the vessel and the weather and sea conditions.
- 5. Every vessel entering the Kara Sea must be provided, within the limits of fair navigation practice and in consideration of sailing in its conditions, with sufficient supplies of vessel equipment and stores, as well as with the necessary supplies of special emergency equipment (wooden girders, bolts, quick-setting cement, mats, cakum, plasters, etc.). No above materials are obtainable anywhere in the region of the Kara Sea. All drainage facilities must be in good order and in constant readiness for action. The vessel must be also provided with sufficient provisions for 60 days and sufficient bunkers as per our order taking into account that no bunkers are available in Igarka or on the way to after passing Murmansk.
- 6. All requests for ice-breaker assistance to help the vessel through the ice must be addressed by the Captain to the Agency of Kara Ice Operations:

50X1	-H	UM	ı

- 7. Any vessel in need of ice-breaker assistance through the ice must await instructions as to her movements from the Agency of Kara Ice Operations.
- 8. Havin encountered ice, the Captain of the vessel must adapt all necessary precautions, so as not to damage the hull of the vessel and especially the steering gear and the screw, when manoguring his machinery through the ice.

It is also to be observed, that:

- a) the vessel should enter ice from "clear water" moving at "the lowest speed" and at normal (perpendicular) angle to the edge of the ice.
  - b) anchoring in drifting ice is dangerous.
- c) should any damage or leakage be sustained by the vessel in the ice, immediate measures must be taken by the Captain to liquidate the damage or leakage and notice by radio must be sent to the nearest icebreaker and to the Agency of Kara Ice Operations.
- 9. The Captain of the vessel must keep in mind that the ice-breaker can arrive at the place of the vessel location within 48 hours after the Captain's request for icebreaker assistance had been sent to the Agency of Kara Ice Operations. If in the opinion of the Agency the ice situation is not one of emergency, a plane may be sent to investigate the ice zone and then the Agency will advise the vessel to proceed without aid to "clear waters" or to move to another region more favourable from the point of view of ice conditions.
  - IO. Along the Yenisei Bay, sea-going vessels independently proceed to the anchorage of the river-pilot vessel in the estuary of the Yenisei River and back out of the river.
  - 11. The Captain of the vessel sailing to Tgarka and back must take all necessary steps to organize in the best manner his sailing. manoeuvring in the ice and during storms, during invisibility and fogs, and to protect his vessel and cargo from danger.

# II. HAVIGATION AMIDST ICE AND IN CARAVANS (CONVOY)

- 12. The Captain of the vessel entering the lead of the icebreaker, must char the orders of the Captain of the icebreaker concerning navigation emidst ice and act accordingly. He is dutybound to help the Captain of the icebreaker to effect a rapid and averageless passage through the ice zone.
- 13. Vessels following the icebreaker or moving in groups (caravans) must not get ahead of one another.
- 14. Vessels following the icebreaker must be prepared immediately to take up the command "Full Speed Astern" and to maintain the position "Bear Steady" when beginning to move backward.

SECRET - 3 -

15. The vessel following the icebreaker amidst ice must be governed by the following sound signals (soo "Table" below) given either by a whistle or a siren. All signals, with the exception of signal No. 6, must be repeated by the vessels directly following the icebreaker in succession beginning with the one nearest to the icebreaker or to the vessel issuing the signal.

The demands of the icebreaker expressed by these signals must be immediately carried out by the vessels.

The signals indicated in the "Table" are also used during group navigation of vessels in caravans and the Table must, therefore, be hung up on the bridge and in the Chart room, giving easy access to it of the Captain's watchmate and enabling him to carry out the required manoeuvres without delay.

TABLE OF SOUND SIGNALS USED DURING CONVOYING VESSELS
THROUGH ICE

No.of		Meaning of signals com	Meaning of signals coming			
sig- nal	Signal	from escorting icebreaker	from escorted vessel.			
3.	-	Going forward, follow in my wake,	Going forward following icebreaker			
2.		Slow down your speed	Slowing down			
3		Full speed astern	Going full speed astern			
4	* <b>*</b>	Do not follow me, stop	Stopping			
5		Attention Jammed in ice	Attention, jammed in ice			
6.		Be ready to accept tow.	Ready to take tow			
	•	If vessel is already in tow, then "Release tow"	"Releasing tow"			
7.		Forward.Follow channel	Going forward following channel.			
8.		Cut short interval	Cutting interval			
9.	÷ - +	Follow the destination	Following to destination			
IO.	. <del> </del>	Listen to radio	Listening to radio			
11.		Attention. Watch signals	Attention, watching signal			
12.	· · · · · · · · · · · · · · · · · · ·	Come to anchor	Coming to anchor			
13.		- Stop work till morning.	Obeying			
19•		or until more favourable conditions. During proper				
		and until resumption of work means "get ready"				

	SECRET	
: 44 🛶	OLUME I	

- NOTE: 1. The sound signals for passing clear or each other in the Ice, are the same as in "The Rules for Preventing Collisions of Vessels on Sea": one short sound means: "changing my course to the right"; two short sounds signify: "changing my course to the left"; three short sounds "my machinery is working astern".
- 2. When sailing during fog, mist, or snowstorm, sound signals provided by Article 15 of "Rules for Preventing Collisions of Vessels on Sea", are to be applied.
- 3. The leading icebreaker is the icebreaker sailing in front of one or of several vessels.
- 4. A line indicates a "prolonged sound", a dot stands for "a short sound" (see "Rules of International Code" or "Rules for Preventing Collisions of Vessels on Sea").
- 5. In group work of several icebreakers the Master icebreaker is the one whose machinery is more powerful and the orders issued by the latter should be carried out by the other icebreakers if there is no contrary orders from the Agency of Kara Ice Operations.
- out the orders of the Captain of any convoyed vessel fail to carry out the orders of the Captain of the leading icebreaker, the latter has the right to refuse further assistance to the convoyed vessel until his orders are fulfilled.
- of the captain of the vessel availing himself of the services of the icebreaker for convoying her through the ice, thereby expresses consent to obey the regulations of these instructions which are in accordance with the "Rules for vessels convoyed by icebreating through the ice", existing in the U.S.S.R.
- 18. When sailing in a group of vessels (caravans) the Captain of a vessel must observe the following rules:
- a) The speed of the messel is regulated by the "leader" and the distance to be maintained between them is aslo indicated by the "leader".
- b) in fog the vessel must observe particular vigilance and issue fog signals after those coming from the vessel ahead.
- c) The vessel is not to leave the range of audability of the whistle of the vessel ahead.
- d) When the fog is thick the leading vessel issues special instructions concerning the speed to be maintained, when the speed is diminished the leading vessel issues one long and one short whistles upon hearing which all vessels composing the caravan must also reduce their speed, when this signal is repeated the vessels reduce their speed still more, taking the necessary precautions to avoid collisions,

e) The vessels	of the	caravan repeat the	signal (-	•
efter another,		*		

- 5 -

19. The Captain of a vessel sailing in a caravan or following an icebreaker must calculate and know the co-ordinates of the position of his vessel at any moment. When the vessel is released by the icebreaker the Captain of the vessel can check the co-ordinates of his vessel with the co-ordinates of the place of release which are indicated by the icebreaker.

20. The Captain of the vessel convoyed by the icebreaker must be aware that neither the icebreaker, nor the Owner of the icebreaker, nor the Charterer bear any responsibility for damage or other losses suffered by the convoyed vessel during or as a result of being convoyed through ice or during manoeuvres connected therewith.

The Captain of the vessel is therefore under obligation to take all timely measures of precautions.

# ITI. CONCERNING THE CONVOY OF VESSELS ALONG THE YENISEI RIVER.

21. The Captain of a vessel sailing into the Yenisei River must send by radio 48 hours before approaching the place of anchorage of a pilot vessel in the estuary of the river a request to send river pilots; request is to be sent to the following two addresses: to the pilot vessel in the estuary of the Yenisel River and to the 'Inflot' at the Port Igarka. These are followed up later by notice addressed only to the pilot vessel 5 hours before approaching the river estuary.

As to the information to Inflot, Igarka of the time of arrival at Igarka the Captain of the vessel must be guided with our general instructions to the Captains of our timechartered vessels in respect of 48 and 24 hours eta notices and 4 hours notice of the exact time of arrival. The Captain must also dimediately inform Inflot Igarka of any delay of the vessel in the lara Sea or in the estuary of the Yenisei River or on the Yenisei River after the above notices are given and the noticies to be defined.

- 22. During landing and departing of river pilots the Captain of the vessel is to keep in touch with the pilot vessel and to carry out all orders of the Master of the Pilot Stations located on the Pilot vessel.
- 23. Upon the arrival of river pilots on board a sea-going vessel, the Captain of the vessel must fill in a pilot bill and supply to the Master pilot all necessary data concerning his vessel (the draught, speed and her steering qualities "How the vessel obeys steering"). When dropping river pilots the Captain must state in the pilot Bill the date, time and place of dropping and also certify safe piloting.
- 24. The Captain of the vessel should when necessary and upon request of the river pilot offer the latter free use of the vessel's radiostation for communication with the nearest loviet radiostation or pilot vessel.

ς.	Ľ.	0	12	F.'.	$\mathbf{T}$
ت		U	11		

25. The river pilots convoy vessels only between the points from the estuary of the Yenisei River and to the Port Igarka. Within the limits of the port Igarka proper piloting service is rendered by the port pilot.

26. The Captain of a vessel sailing along the Yenisei River obeys the orders of the river pilot concerning sailing along river fairways.

The Captain of the vessel manoeuvres his machinery, while sailing on the river, in such a way as to avoid touching the edge of the channel or any other vessel.

27. During sailing along the river when fog or darkness sets in the Captain of the vessel, if so advised by the river pilot, must anchor the vessel in a safe place until better visibility.

### IV. RADIO COMMUNICATION AND RADIO NAVIGATION SERVICE

- 28. The communicating radiostations in the Kara Sea are Amderma, Dixon and Igarka.
- 29. Vessels sailing in the Kara or Barents Sea east of the meridian 45° of eastern longitude can establish bilateral radio communication with radio stations of Amderma or Dixon, while vessels sailing on the Yenisei can establish communication with Igarka or Dixon.
- 30. All radiograms addressed to the Agency of Kara Ice Operations or to the "Inflot" are transmitted through the above radiostations. Notices to Inflot Igarka to be given through Igarka radio station.

#### 31. Information concerning coastal radio stations:

	Co-ordination of direction- al aerial	:Calling :W :Signals :f :of radio:W :stations:	requency -cycles	cobse	rvet sels	(at from 500 1	icalls of
Amderma		YIM. : UPM	<i>3</i> 44.8	All	day	round	500 Kc
Dixon	<i>73</i> °30,4 N 80°24,4 E	UPV UPV	324.3	••	11	». H	500 Ke
Igarka	_	y <b>o</b> P <b>5</b> UFB5	470,0	10	**	10	500 Kg

Bearings may be taken through the Dixon radio station by entering additional orders to the Agency of Kane Tool Operations not later than 30 minutes before beginning the taking of bearings. An additional charge of 6 france 25 ctm. is imposed for 1 minutes.

SECRET

of work of the Dixon Radio Station at hearings takings

50X1-HUM

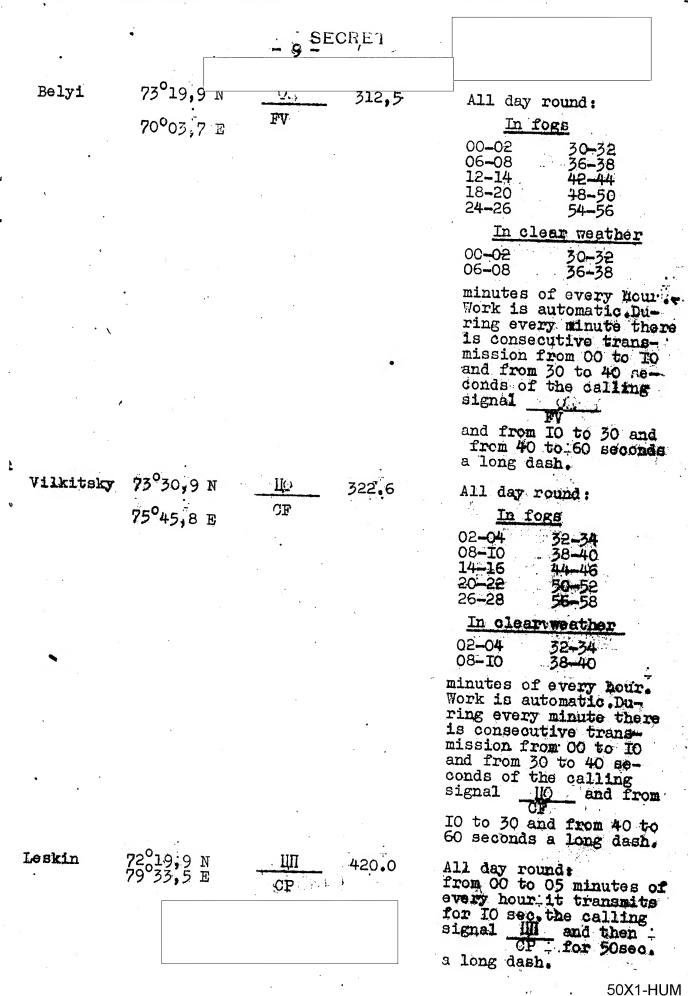
32. Radio beacons operate in Kara Sea at points: Capes Bolvansky Nos (Nose), Menshikoff, Kharasovoi, Tonky (Thin), Belyi (White) Island, Island of Vilkitsky and Cape Lestin, Radio beacons transmit signals for hearings without preliminary orders at Moscow time appointed for that purpose, The Radio beacons do not answer vessel calls.

INFORMATION CONCERNING THE WORK OF RADIO BEACONS IN THE KARA SEA.

radio :	Co-ordi- nates	:Calling :signals of :of R.L.H.		Order and time of work (Moscow time)
Bolvansky Nos	70 <sup>0</sup> 26,8 1 59 <sup>0</sup> 03,7 E	70	417	All day round: at the beginning of every hour from 00 to 05 min.trensmits consecutively for 10 sec. the calling sig- ; and for 50sec.
		a <b>e</b>	701 6	a long dash.
Menshikof	70°42,5 1 57°36,5 E		304.6	All day round: <u>In fogs</u>
•			**************************************	00-02 30-3 <del>2</del> 06-08 36-38 12-14 42-44 18-20 48-50 24-26 54-56
		•		In clear weather
				00-02 30-32 06-08 36-38 ; minutes of every hour; work is automatic.
				During every minute con- secutively from 00 to 10 and from 30 to 40 se- conds the beacon trans- mits calling signal
				and from IO to ZQ 30 and from 40 to 60 seconds a
				long dash- The beacon works in a group with the radio beacon Kharasovoi.

50X1-HUM

		. SECHET			
Tonky	69°51,5 N	33	285,7	All day rou	ind:
	61°06,2 E	ZU		In for	s
	·		•	04-06 10-1 <del>2</del> 16-18 22-24 28-30	34-36 40-42 46-48 52-54 58-60
	•	•	*(()	In clear	weather
		- in the second		04 <b>-</b> 06 I0 <b>-</b> 12	34-36 40-42
			· c	the beacon 00 to IO se to 40 sec.	omatic.During e consecutively transmits from c. and from 30 the calling
. 8				signal $\frac{3V}{ZU}$ IO to 30 and	and from d from 40 to
		r <b>vn</b>	•	60 sec. a 1	
Kharasovoi	71 06,1 N	<b>30</b>	304.6	All day rou	ad:
	66 <sup>0</sup> 45,0 E	ZG		In for	3
			. *	08-IO 30 14-16 44 20-2 <del>2</del> 50	2+34 3-40 1-46 3-52 5-58
!				In clear	c weather
					2-34 3-40
				ring IO sec.	omatic. Du- there is con- nsmission of
		· · · · · · · · · · · · · · · · · · ·	· ,	and for 50 s dash. The beacon w	orks in a
		** 1 · 1 · 1 · 2 · 2		group with beacon Mensh	the radio



Sanitized Copy Approved for Release 2010/08/12 : CIA-RDP80T00246A049900590001-4

- IQ -

SECRET

#### IMPORTANT WARNINGS:

The coastal radio stations amounts; rearrator others cannot be used to locate vessels in the Kara Sea, and only the radio beacons indicated above in the "Instructions" can be used for that purpose.

33. Communication with the pilot vessel anchored in the estuary of the Yenisei River is effected only for purposes of service, using the International radiogram Code.

Q

### INFORMATION CONCERNING THE PILOT VESSEL

Vessel's calling signal	Coordina- tes	Sea observation on wo <b>rki</b> ng frequen <b>c</b> y Kc	Order and time of work (Moscow time is indicated)
yeth uxc1	71°47;0 N- 71°41;0 N 83°00' E- 83°30' E	500	2300-0100 0300-0500 0700-0900 1100-1300 1500-1700 1900-2100

The radiostation of the pilot vessel answers calls of vessels at a frequency of 500 Ke, exchange is made on scale of international working frequencies.

34. Weather and ice reports are transmitted by radio stations Amderma and Dixon.

# INFORMATION CONCERNING WEATHER FORECASTING AND ICE TRANSMISSIONS

Name of Radio station	Calling signal	Working frequency Kc	Moscow time of transmissions
Amderma	УП. UPM	344.8	Daily at 1845-1915 in Russian
Dixon	AUT.	324.3	Daily 1930-2000 in
	. UPV	- X-	Russian.

35. The request for an icebreaker is made through the Agency of the Kara Ice Operations through the Dixon radiostation. The Agency of Kara Ice Operations will inform the Captain of the vessel, requesting the aid of an icebreaker, of the name of the icebreaker or the number of the plane which will render aid to the vessel in sailing amidst ice.

SECR	ET	·	

- 11 न

# INFORMATION CONCERNING ICEBREAKERS IN THE KARA SEA

	of ice- aker	Calling signal	Frequency Ko			vessels atch	
The	"Kapitan Voronin"	УНЪВ	All icebreakers work on interna- tional scales of frequency	All	day	round	1644 1649 1446 GI
The	"Kapitan Be- lousov"	UVFB	*	11	11	11	
The	"Sibirjakov"	унън		11	**	11	
The	"Kapitan Melehov"	UNBN JHCA UNSD		n	11	n	•

# V. GENERAL REMARKS

36. All questions concerning sailing amidst ice not covered by these "Instructions" are to be taken up by the Captain of the vessel with the Agency of Kara Ice Operations; questions concerning operations of the vessels in ports are subject to decision of the "Inflot".-

ALL-UNION ORGANIZATION
"SOVFRACHT"

,•			

